245 No payment was prescribed, and none was made for carrying
466 from the plantations to the depot at Higaturu. Sometimes pay-
[465] ment was made for carrying produce the 16 miles from Higaturu to the port (usually in twist tobacco according to informants), but at other times persons convicted of breaches of the ordinance were required to carry as punishment. Mules were later introduced to carry the produce from the factory to the port, and in the late 1930's a truck was acquired to transport it from Popondetta to Sanananda. The mule train was still used between Higaturu and Popondetta until 1940.

245 Official reports of the period consider the reluctance
177 of the villagers to have been due either to a lack of understanding of the benefits they would derive from the scheme or to innate laziness. C. T. Wurth, who was Resident Magistrate in 1926, considered that the people "had not grasped the advantages of the plantation and the benefits they will eventually reap" and noted that many men from the villages with plantations had gone off to work as labourers elsewhere (P. A. R. 1925-6 : 50). His successor described the "toil and disappointments" entailed in supervising the plantations and stated that the village people "have to be driven to it by the fear of gaol".(1) He was aware that there was no cash return during the first four years after establishment of plantations and hoped that attitudes would change as soon as the trees came into bearing and income was derived.

241 As noted on page 7, half the produce of the plantations was to belong to those who produced it and the other half to the government. But in practice in the Northern District, producers were required to deliver all produce to the government [651] depots at Higaturu, Popondetta and Buna.(2) The half of the

(1) P. A. R. 1926-7 : 53. A later magistrate followed a policy of "incessant talking to the village councillors ... for even if they do not think his [the magistrate's] advice worth following, they may be glad to take it as the only means of keeping him quiet" - P. A. R. 1933-4 : 29.

(2) The main depot was at Higaturu until 1941, but in that year new machinery was installed at Popondetta to handle pulping, drying and hulling. (Since 1933 the coffee had been shipped in the parchment stage to Port Moresby where it was hulled at the government rice factory). Before the Higaturu depot was closed, however, war broke out and all three depots were destroyed.